



UP 

**Special Series
UP K2**

Tandemflying made easy

K2

Just hook in your passenger and prepare to enjoy the exquisite UP handling while your K2 takes you to even the most far-flung goals. Whether on short commercial flights or long personal XC adventures, this wing simply excels, thanks to the refined design and the many innovative solutions – the best companion for you and your passenger.

► UP K2 – The very simplest way to bring new people into paragliding

One of the most critical aspects of tandem design is getting the launch behaviour right. Consequently, whilst working on this wing we



Perfect launching in all conditions was a must when developing the K2

paid special attention to all launch-related design parameters; the inflation, the rising phase – all was refined, then refined again during the 1½ years the K2 was under development. In our work we continually relied on the feedback we got from our in-house tandem professionals Peter Neuenschwander and Olli Rössel – both fly tandems for a living and know exactly what they want from a tandem wing. Peter is also our extreme test pilot, insofar as he has several podium finishes in world class acro events on his flying CV. Listening to these two allowed us to build a new tandem glider that will satisfy even the most discerning tandem pro, Peter says: „The launching of this wing isn't available better from anyone else at the moment. Very light A-riser pressure, very direction stable a surprisingly low liftoff speed combine to make each and every launch a total breeze". And since our own tandem designer Stephan Stieglair likes to take his prototypes on LOOONG XC forays through the central Alps we are also pretty sure that the XC capabilities will satisfy.

Even less-than-perfect launches will usually go well with the K2 – a light pull on the A's and the canopy rises to its overhead position. From then on it will feel as if the wing wants to go up on its own. This combination of very simple inflation and very low takeoff speed also makes it easy to evaluate early on if a launch is going according to plan or not – no more "I hope" launches, just safe, secure takeoffs every time.

► A new profile, specifically adapted to the demands for a tandem glider

In order to further accentuate certain desirable design characteristics, UP designer Stephan Stieglair built a whole new profile for the K2. The new profile made it possible to attain the positive characteristics mentioned above; very simple inflation, low liftoff speed. In spite of this, the K2 is no lame mule once in the air, with a trim speed of +39km/h and the

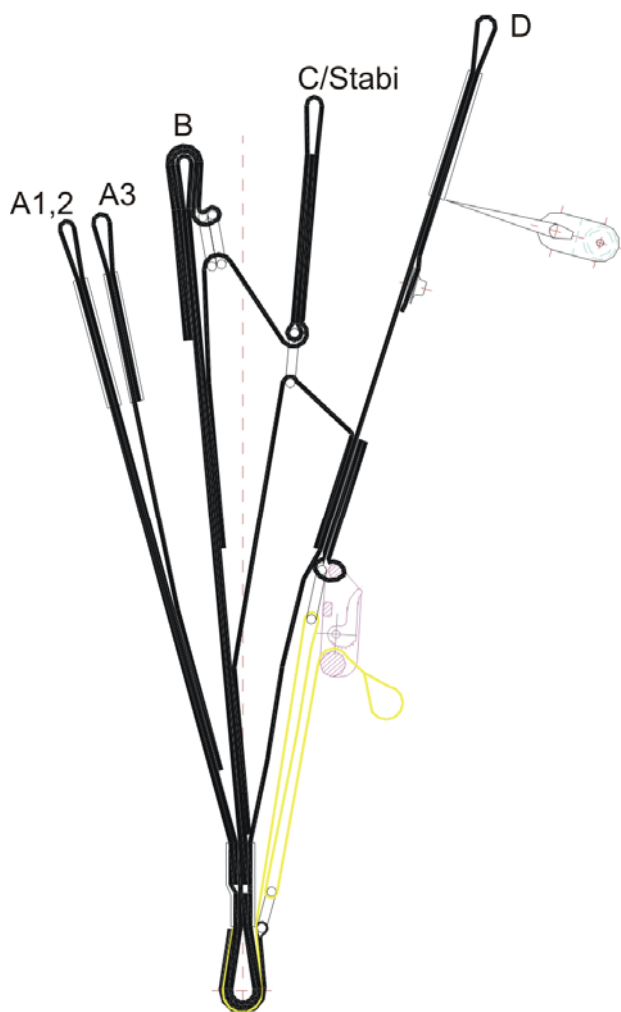
option to significantly increase this using the trimmers.

Another thing that received special, and ample, attention during the design phase was the optimisation of the canopy tension. Due to this work the K2 is practically wrinkle-free and very solid when flying. Turbulence is swallowed up by the canopy, which in our view has the perfect balance of roll dampening and dynamic handling.

And the landing? This was another field where our tandem professionals were enthusiastic; „The K2 flares beautifully and converts speed into altitude very efficiently. This makes it possible to bleed off all excess speed even in zero wind conditions"

► New risers with innovative trimmers

We even went and designed new risers for this new wing, since we simply weren't satisfied with anything already available. The new risers are purpose-built for ease of use in tandem operations.

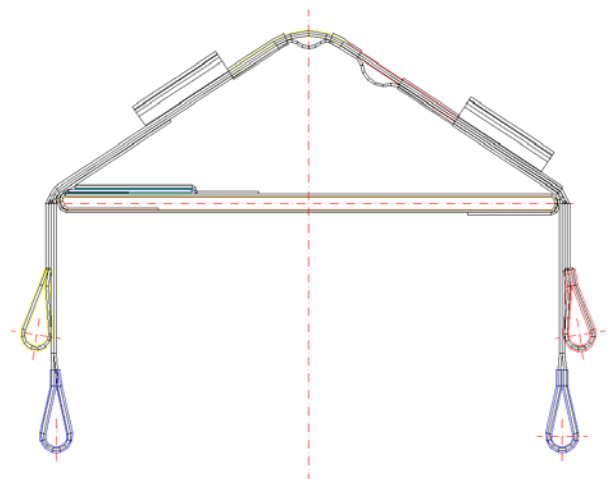


The most important changes in the riser department are:

- Separate A3 riser for easy application of big ears
- Triple purchase trimmers for very light and comfortable speed adjustments
- Optimised layout for improved glide at all speeds

► Two-in-one spreader bars

In order to fulfill as many different demands to the overall operation of the tandem we also redesigned the spreader bars. Thanks to a Velcro closure the actual alu-bars may be extracted so that the pilot has a multitude of different options when hooking in.



The new tandem spreader bar with extractable alu-bar and several different hang points.

An example of a scenario where removing the alu-bar would make sense is when flying with passengers of a very different weight class than the pilot – children for example. In this case, simply changing the upper hang point is insufficient to avoid the passenger being lifted up where she may obstruct the pilots' visibility – something that is completely avoided when the alu-bar is removed.

► ASS – spin-off from competition glider design for improved longevity

We originally designed the ASS system for our competition gliders where it is used to stabilise and support the leading edge



especially at high speeds. On the K2 we use the ASS leading edge reinforcement in conjunction with more traditional nose Mylars. The ASS is basically a thin nylon batten sewn into the leading edge, following the curvature of the important nose region. These nylon battens are strong and sturdy and preserve their shape far longer than any nose Mylar reinforcement ever will. This means that the K2 will retain its perfect launching characteristics far longer than conventional designs – an important factor with commercial tandems that are often packed very fast and not necessarily in the best way to preserve the nose Mylars.

Should a nose batten break it is easy to exchange. And in case anyone is wondering; the collapse behaviour is in no way negatively influenced by the nose battens, something that the DHV test reports will confirm.

► Features - design highlights of the K2

In order to achieve higher strength and reduced abrasive wear on the lines, UP incorporates the so-called Loop Sleeve Protection on the K2. The line loops are reinforced with little sleeves so that the line materials are not in direct contact, to the benefit of both strength and longevity.

LOOP SLEEVE PROTECTION



The „BTS“ (Brake Tension System) is a way of organising the trailing edge of the wing that guarantees perfect feeling through the brakes.



► Materials

UP uses only the best materials available. The K2 is, like all UP wings, built from NCV Porcher cloth. The risers are also made from tried and tested materials.

Aside from the robust nose Mylars from Dimension Polyant we have added the new ASS system to strengthen the leading edge and give it even better longevity.

As for the lines, this wing is our first one using only Dyneema lines from Cousin Trestec. The lines are pre-stretched in order to keep the post-production stretching to a minimum and is

in fact comparable to what we know from traditional Aramide lines. The advantage of using Dyneema instead is that they are not susceptible to ageing and thus do not become weaker over time.

► Further highlights

- Perfect inflation/launching
- Easy, efficient flaring
- Agile and direct handling
- Very stable canopy
- Perfect balance between roll-dampening and dynamics
- All-new risers with "Big Ears" functionality and improved trimmer system
- New spreader bar system with removable alu-bar
- New Dyneema-lines from Cousin Trestec
- BTS, ASS and Loop Sleeve Protection
- Stellar materials for long-lasting service life
- Dirt-Pocket for removing debris from inside the canopy, and slide-in compartment for the DHV seal
- 3 year limited warranty*



© Uli Wiesmeier / UP


The perfect launching characteristics make the K2 into the right choice also for difficult conditions.

*Read more about the UP 3-year warranty in the user's manual

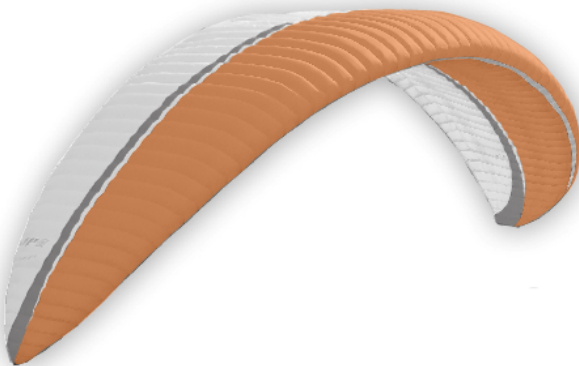
► **Design – why not make your very own UP K2**

The characteristic UP stripe combination allows for virtually endless individual combinations. The UP web page has a tool where you may select the colours for your new wing – simply select the K2 from the dropdown menu and start playing!


With eight colours to choose from, and four wing sections to colour, the variations are simply endless. The colour chooser tool shows all your creativity right there in front of your eyes so there's no excuse not being one of a kind in the air!



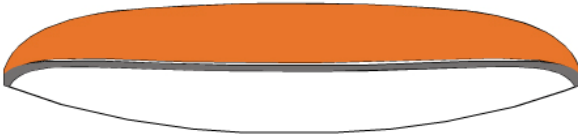
BUILD YOUR GLIDER



Top Surface



Bottom Surface



Glider model:
Summit XC

Glider size:
SM

TOP SURFACE

Leading Edge Section:
Orange

Narrow design stripe:
White

Broad design stripe:
Dark Grey

Trailing edge section:
White

BOTTOM SURFACE

Leading Edge Section:
Orange

Narrow design stripe:
White

Broad design stripe:
Dark Grey

Trailing edge section:
White

Contact:

Customer name:


Customer email:

Dealer name / Country:

Dealer email:

Comment:

submit



- Sunflower
- Gold
- Orange
- Deep Blue
- Deep Red
- White
- Dark Grey
- Black

Design and colour tool at:
www.up-paragliders.com

► Technical Specifications

Size	41
Wing area real [m ²]	41,8
Wing area projected [m ²]	35,3
Wing span real [m]	14,9
Wing span projected [m]	11,4
Aspect ratio real	5,3
Aspect ratio projected	3,7
Number of Supported Ribs	36
Number of Cells Top Sail	45
Total line length [m]	490
Total # of lines	250
Line diameters [mm]	1,1 / 1,5 / 1,9 / 2,1
Weight [kg]	8,6 kg
Trimmspeed [km/h]*	39
Maximum Speed > [km/h]*	46
DHV Classification	1 - 2
DHV take off weight	135 - 220
Description	Tandem

As of Februar 12th 2008

* Note that the speeds (trim/max) quoted above are valid for a takeoff weight of about 185daN

Materials

Fabric

- Top Sail front: NCV Porcher Marine 9092 E85A 45 g/m²
- Bottom Sail and Top rear: NCV Porcher Marine 9017 E38A 40 g/m²
- Ribs: NCV Porcher Marine 9017 E29A 40 g/m²



Lines and Riser

Cousin Trestec Ultimate[®] 989



Polyester 70 221 / 25mm



Links and Reinforcements

PEGUET
3,5 mm Delta



Dimension
Polyant



Included in delivery

- Ergonomic Backpack
- Speed System
- Inner Bag and Riser Bag
- Compression Tape
- Detailed Operating Instructions
- Portfolio
- Sticky Cloth
- UP Sticker and Flying Disc

